



FAA Office of Airports

Notable Examples of Important Changes to PFC Order 5500.1

Draft PFC Order 5500.1B contains important changes to the 2001 Order reflecting current legislation and policy, and improved processes and procedures in the PFC program. The following examples of key issues and resulting changes reflect observations from a broad range of internal and external industry stakeholders as well as 15 years of experience in administering the PFC program since the 2001 Order was issued. .

- △ **Review of draft PFC applications:** Additional detail on the review of draft PFC applications, including the timing of review, role, and expected outcomes is provided to ensure greater consistency within FAA (see Chapter 2).
- △ **Greater consistency with application reviews:** Additional guidance was provided on the FAA's review of applications and amendments in order to clarify processes and enhance consistency. Among many other clarifications and improvements, specific changes were made to project evaluation criteria (Chapter 4), the application review process (Chapter 5), and the Notice of Intent review process (Chapter 6).
- △ **Time between consultation and application submission:** The updated Order contains language that will allow for up to a one-year period between consultation and application under certain circumstances (see Paragraph 3.4.3).
- △ **Eligibility of terminal projects:** The updated Order contains a standard eligibility percentage (threshold) that can be used during the application process for PFC-funded terminal projects (see Paragraph 4.2.3.1).
- △ **Expanded project evaluation criteria:** The updated Order provides tables containing specific criteria for eligibility, objective, justification and significant contribution by project type; including projects that are intended to preserve existing infrastructure (see Section 4.3).
- △ **Ground access and intermodal projects:** The updated Order establishes criteria for evaluating ground access and intermodal projects (see Paragraph 4.3.5).

- △ **Detailed cost estimates:** FAA is establishing different thresholds for different types of projects when requiring detailed cost estimates (see Paragraph 4.3.13.1).
- △ **Airside Needs Test:** Additional guidance is provided regarding the statutory airside needs test (see Paragraph 4.3.16).
- △ **Problematic or questionable projects:** The updated Order establishes a process so that a single problematic project doesn't have to slow down an entire application; including project decision deferrals and the issuance of supplemental PFC decisions (see Paragraph 5.3.5.3.4).
- △ **Significant contribution for \$4.50 PFC level:** Improvements were made to descriptions and examples of what constitutes significant contribution, improved description of calculation and added cautions on amendments (see Paragraph 5.4.2).
- △ **Slower than expected collection rates:** The updated Order provides greater clarity on addressing date/duration change issues; for example, when the charge level effective date gets adjusted due to a slower collection rate or erroneous calculation (see Section 7.3).
- △ **Air carrier lease and use agreements:** Expanded guidance is provided regarding air carrier lease and use agreements for PFC-funded facilities (see Appendix D).
- △ **Greater transparency of PFC decisions:** The updated Order establishes a policy to create a publicly available database of final PFC decisions on applications and amendments for large and medium hub airports (see Paragraph 5.3.7.5).